



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Jamey Tesler, Secretary & CEO



July 20, 2022

Mr. Martin Suuberg,  
Commissioner  
Department of Environmental Protection  
1 Winter Street  
Boston, MA 02108

Dear Commissioner Suuberg:

The Massachusetts Department of Transportation (MassDOT), in conjunction with the Massachusetts Bay Transportation Authority (MBTA), is submitting the attached report to the Department of Environmental Protection (DEP) in order to fulfill the requirements of 310 CMR 7.36, *Transit System Improvements*. This Annual Report provides a project description and status information for each of the outstanding public transit projects required under the amended State Implementation Plan (SIP).

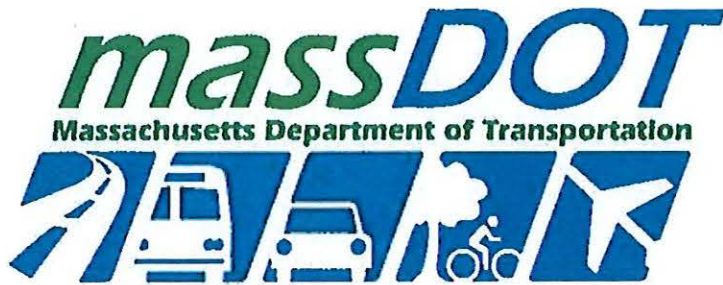
Please do not hesitate to contact me if you would like to discuss further.

Sincerely,

David J. Mohler  
Executive Director  
MassDOT Office of Transportation Planning

cc: Christine Kirby, Department of Environmental Protection

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Massachusetts Department of Transportation

Massachusetts Bay Transportation Authority

State Implementation Plan – Transit Commitments

2022 Status Report

Submitted to the  
Massachusetts Department of Environmental Protection

July 20, 2022

For questions on this document, please contact:

Massachusetts Department of Transportation

Office of Transportation Planning

10 Park Plaza, Boston, Massachusetts 02116

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## INTRODUCTION

This report is submitted by the Massachusetts Department of Transportation (MassDOT), in conjunction with the Massachusetts Bay Transportation Authority (MBTA), to the Massachusetts Department of Environmental Protection (DEP) in order to fulfill the requirements of 310 CMR 7.36(7), *Transit System Improvements*. Below is a project description and status information for each of the outstanding public transit projects required under the amended State Implementation Plan (SIP).

As noted in previous Status Reports, MassDOT is no longer reporting on the Red Line/Blue Line Connector Design, Blue Line Platform Lengthening and Station Modernization, the Greenbush Commuter Rail Restoration, the Construction of 1,000 Parking Spaces, and the Fairmount Line Improvement Project. All of those projects have been completed and MassDOT believes that the relevant commitments have been met. On December 8, 2015, the Environmental Protection Agency published a final rule in the Federal Register approving a revision submitted by the Commonwealth of Massachusetts to remove from the SIP the commitment to design the Red Line/Blue Line Connector project.

As always, MassDOT hopes to make the annual Status Report process one of iterative improvements, and looks to DEP and to the public for comments and other suggestions to refine its efforts.

This report (along with past reports and supporting documents) will be posted to MassDOT's SIP Regulations website at:

<https://www.massdot.state.ma.us/planning/Main/PlanningProcess/StateImplementationPlan/SIPTransitCommitmentSubmissions.aspx>

## I. GREEN LINE EXTENSION TO SOMERVILLE AND MEDFORD

### SIP Requirement

*Before December 31, 2021, construction of the following facilities shall be completed and opened to full public use: 1. The Green Line Extension Medford Branch from Lechmere Station to College Avenue Station; 2. The Green Line Extension Union Square Branch from Lechmere Station to Union Square Station;*

- ✓ *On or before 18 months following the effective date of the regulation (December 1, 2006), MassDOT must develop a request for proposals for a design consultant, complete the competitive procurement process, and issue a notice to proceed.*
  - ✓ Done
- ✓ *Within 15 months of the completion of the above requirements, MassDOT must complete conceptual design and file an Environmental Notification Form.*
  - ✓ Done
- ✓ *On or before two years after MEPA's issuance of a scope for a Draft Environmental Impact Report or a Single Environmental Impact Report, MassDOT must complete preliminary design and file a DEIR or SEIR.*
  - ✓ Done
- ✓ *On or before one year after MEPA's issuance of a scope for a Final Environmental Impact Report, MassDOT must file an FEIR.*
  - ✓ Done
- ✓ *On or before 18 months after MEPA's issuance of a certificate on an FEIR or an SEIR, MassDOT must complete final design, apply for all necessary permits, funds and grants, file any required legislation, and initiate all public and private land acquisition.*
  - ✓ Done
- ✓ *Upon completion of all of the above milestones, DEP and MassDOT shall establish a schedule for project construction and deadlines for project completion.*
  - ✓ Done

Extensive information about the Green Line Extension project can be found at [www.mass.gov/greenlineextension](http://www.mass.gov/greenlineextension).

## Project Description

The Green Line Extension project is a 4.7-mile light rail line, which will extend the current Green Line service from a relocated Lechmere Station in East Cambridge, Massachusetts, to a terminus at College Avenue in Medford, Massachusetts and a spur to Union Square in Somerville, Massachusetts. This project is moving forward with a new cost estimate of \$2.289 billion. Funding is in place, including a combined \$1.99 billion in federal and state funds and pledged contributions totaling approximately \$296 million from the Cities of Cambridge and Somerville (\$75 million), the Boston Region Metropolitan Planning Organization (\$157.1 million), and MassDOT (\$64.3 million through Special Obligation Bonds).

In early 2017, the MBTA initiated a procurement process for a Design-Build (DB) entity to design and construct the project. In November 2017, Board approval was received to execute a Design-Build contract with GLX Constructors. The notice to proceed under the contract was issued in December 2017. The Federal Transit Administration obligated an initial tranche (\$100 million) of Capital Investment Grant funds for the project in December 2017, under the 2015 Full Funding Grant Agreement (FFGA). Additional funds have since followed.

The contract with GLX Constructors is in the amount of \$999.7 million.

The primary goals of the Project are to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for sustainable development in Cambridge, Somerville, and Medford. This project comprises light rail service on two new branches extending from Lechmere Station in Cambridge to Union Square Station in Somerville and College Avenue Station in Medford, together with a Vehicle Maintenance Facility ("VMF") and a multiuse path.

## Planning Conformity

Throughout the life of the project, the Green Line Extension project has been included in all relevant transportation planning documents, including the Regional Transportation Plans of the Boston Region Metropolitan Planning Organization (MPO).

## Project Schedule

### Early Works Activities – Keolis / Railroad Operations

Three 'early action' tasks began in 2017 in order to have some of the early track, drainage, retaining wall, and signal work activities completed prior to the start of heavy construction. This work was completed as of Fall 2018.

## Overall Project Baseline Schedule

Milestones for project completion have been established and made part of the Design Build contract. The milestones have been incorporated into that contract. By establishing these milestones, MassDOT has met the sixth and final interim milestone found in the SIP regulation. ("Upon completion of all of the above milestones, DEP and MassDOT shall establish a schedule for project construction and deadlines for project completion."). The schedule, as of July 20, 2022, is as follows:

- Revenue Service on Branch 1 (Union Square Branch) began on March 21, 2022
- Revenue Service on Branch 2 (Medford Branch) will begin in Summer 2022

## SIP Requirement Status

By filing an Expanded Environmental Notification Form, procuring multiple design consultants, and publishing both Draft and Final Environmental Impact Reports, MassDOT has met the first four interim milestones associated with the Green Line Extension project. MassDOT – which has committed substantial resources to the Green Line Extension project, a top transportation priority of the Commonwealth and the largest expansion of the MBTA rapid transit system in decades – has transitioned the project from the planning and environmental review phases to design, engineering, and construction, coupled with the tasks associated with programming federal funding.

In the 2011 SIP Status Report, MassDOT reported that the Green Line Extension project would not meet the legal deadline of December 31, 2014.

The timeline for overall project completion represents a substantial delay beyond the SIP deadline of December 31, 2014, triggering the need to provide interim emission reduction offset projects and measures for the period of the delay (beginning January 1, 2015). Working with the Central Transportation Planning Staff, MassDOT and the MBTA calculated the reductions of NMHC, CO, and NOx – reductions equal to or greater than the reductions projected for the Green Line Extension itself, as specified in the SIP regulation – that are required for the period of the delay.

In June 2012, MassDOT released a list of potential mitigation ideas received from the public that could be used as offset measures. In the summer and fall of 2012, MassDOT solicited public comments on these potential measures. The MBTA created an internal working group to determine a final portfolio of interim mitigation measures to implement by December 31, 2014, the legal deadline for the implementation of the Green Line Extension.

This work resulted in a recommendation to implement the following three interim mitigation measures, which collectively would meet the emissions reduction target for the project:

- Additional off-peak service along existing routes serving the corridor, including the Green Line, and bus routes 80, 88, 91, 94 and 96;
- Purchase of 142 new hybrid electric vehicles for The RIDE;
- Additional park and ride spaces at the Salem and Beverly intermodal facilities.

The Petition to Delay was submitted to the Massachusetts Department of Environmental Protection (DEP)

on July 22, 2014, and expanded further on the analysis and determination of the interim offset measures. In a letter dated July 16, 2015, the DEP conditionally approved MassDOT's request to delay the Green Line Extension project and the implementation of the above interim mitigation measures. Both the 2014 Petition to Delay and the July 2015 Conditional Approval are available on MassDOT's website. Interim offset measures remain in place for as long as is necessary.